

REGULAR**NUMBER** 43.201**TITLE:** AN ORDINANCE OF THE CITY OF MILPITAS AMENDING
CHAPTER 100, TITLE V OF THE MILPITAS MUNICIPAL CODE
RELATED TO TRAFFIC**HISTORY:** This Ordinance was introduced (first reading) by the City Council at its meeting of _____, 2005, upon motion by Councilmember _____ and was adopted (second reading) by the City Council at its meeting of _____, 2005, upon motion by Councilmember _____. Said Ordinance was duly passed and ordered published in accordance with law by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED:

Mary Lavelle, City Clerk_____
Jose S. Esteves, Mayor

APPROVED AS TO FORM:

Steven T. Mattas, City Attorney

ORDAINING CLAUSE:

THE CITY COUNCIL OF THE CITY OF MILPITAS DOES ORDAIN AS FOLLOWS:

TRAFFIC ORDINANCE NO. 43.201

- A. Chapter 100, Title V, (Traffic) of the Milpitas Municipal Code is hereby amended in the following particulars. Except as expressly amended herein, Chapter 100, Title V of the Milpitas Municipal Code shall be as heretofore enacted and amended.
- B. Section 100-14.02 of the Milpitas Municipal Code "Decrease of State Law Maximum Speed" is amended to delete subsection .30 and amend subsection .29 and .31 and to read as follows:

	<u>Name of Street or Portion Affected</u>	<u>Declared Prima Facie Speed Limit</u>
Amend the following subsections:		
.29	South Main Street from Carlo Street to Curtis Avenue	30 miles per hour
.30	South Main Street from Curtis Avenue to Abel Street	35 miles per hour
.31	South Main Street from Abel Street to Montague Expressway	35 miles per hour
.60	North Main Street from Railroad Avenue to Carlo St	30 miles per hour

MEMORANDUM

Engineering Division



To: Honorable Mayor and City Council
Through: Charles Lawson, City Manager
From: Greg Armendariz, City Engineer
By: Jaime O. Rodriguez, Traffic Engineering
Subject: **Staff Report on Speed Zone Study for Main St
between Railroad Ct and Montague Exp**
Date: August 18, 2005

The Midtown Specific Plan adopted by Council identifies Main Street as the core of the City's Midtown Area with projects aimed at promoting redevelopment. To ensure a strong pedestrian experience on Main Street, Abel Street was identified in the Midtown Specific Plan as the main boulevard corridor, with spurs to guide traffic to and from Main Street. This is important to ensure that the character of Main Street remains a pedestrian-oriented corridor by reducing street widths and promoting special streetscape elements such as landscape medians & sidewalks, decorative street furniture, and special lighting standards. The existing bicycle lanes on Main Street will also be relocated to Abel Street to promote alternative modes of transportation in the Midtown area.

Knowing that both Main Street and Abel Street will be under major reconstruction within one year, as a result of planned public and private projects staff studied the current traffic patterns along the entire stretch of Main Street from Railroad Court to Montague Expressway to determine if reconfiguration of the existing speed-zone boundaries and posted speed limits was appropriate under both the current and future uses of Main Street.

The existing speed zone configurations and posted speed limits on Main St are as follows:

<u>Street</u>	<u>Existing Speed Zone Segment</u>	<u>Existing Posted Speed Limit</u>
N. Main St	Railroad Ct to Carlo St	30 MPH
S. Main St	Carlo St to Corning Av	30 MPH
S. Main St	Corning Av to Cedar Wy	40 MPH
S. Main St	Cedar Wy to Montague Exp	40 MPH

Speed zones boundaries and speed limits are defined through the preparation of an Engineering & Traffic Survey. When an Engineering & Traffic Survey recommends modification to either the speed zone boundaries or speed limits, City Council action is required to adopt the recommendations, which in turn allow police to use radar enforcement. In turn, whenever street improvements alter the characteristics of a roadway segment such as through the construction of

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landscaped medians or the installation of bicycle lanes, a new Engineering & Traffic Survey should be prepared within six months of the improvements to properly post the speed limit to the new driving behavior of motorists. This will be the case for both Main Street and Abel Street in the future. The Abel Street improvements were designed using a 35 MPH design speed.

The first phase of the North Main Street improvements between Railroad Court and Carlo Street will alter the roadway characteristics to create the equivalent of a central business district that will be posted as a prima facie 25 MPH street immediately after construction and will no longer require that an Engineering & Traffic Survey be prepared to justify that speed limit.

Staff collected speed data at several locations along Main Street to study the current driving behavior of motorists; the data is summarized below:

<u>Street/Direction of Travel</u>	<u>Survey Location</u>	<u>85% Speed (MPH)</u>
N Main St -- NB	100-ft South of 237 Off-Ramp	32.2
N Main St -- SB	100-ft South of 237 Off-Ramp	33.8
S Main St -- NB	400-ft South of Serra Wy	31.2
S Main St -- SB	400-ft South of Serra Wy	33.4
S Main St -- NB	400-ft North of Corning Av	36.8
S Main St -- SB	400-ft North of Corning Av	33.5
S Main St -- NB	600-ft South of Corning Av	35.8
S Main St -- SB	600-ft South of Corning Av	37.0
S Main St -- NB	400-ft North of Curtis Av	39.8
S Main St -- SB	400-ft North of Curtis Av	38.4
S Main St -- NB	400-ft South of Curtis Av	36.8
S Main St -- SB	400-ft South of Curtis Av	36.2
S Main St -- NB	600-ft North of Cedar Wy	42.0
S Main St -- SB	600-ft North of Cedar Wy	42.3

The data shows that the existing speed zone configurations & posted speed limits are inappropriate through most sections of Main Street for the speeds that vehicles are actually traveling. In particular, the posted speed limit of 40 MPH between Corning Avenue and Curtis Avenue is much higher than it should be and should be reduced to 30 MPH. Between Curtis Avenue and Abel Street the posted speed limit of 40 MPH should be reduced to 35 MPH. South of Abel Street the 40 MPH should be reduced to 35 MPH to promote a consistent travel speed for vehicles entering & leaving the City.

Staff is recommending the following new speed zone boundaries and speed limits to be consistent with current traffic patterns:

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<u>Street</u>	<u>Proposed Speed Zone Segment</u>	<u>Proposed Speed Limit</u>
N. Main St	Railroad Ct to Carlo St	30 MPH
S. Main St	Carlo St to Curtis Av	30 MPH
S. Main St	Curtis Av to Abel St	35 MPH
S. Main St	Abel St to Montague Exp	35 MPH

Engineering & Traffic Surveys for these new speed zones are attached. The North Main Street segment is currently posted at 30 MPH but the Municipal Code needs to be updated to be consistent with the current posting and the latest Engineering & Traffic Survey. In the future as Midtown Area improvements are completed, staff will study the segments again to ensure the speeds are still appropriate.

If you have any questions, please feel free to contact Jaime Rodriguez in Traffic Engineering at (408) 586-3335.

Attachment: Four Engineering & Traffic Surveys for
Main St between Railroad Ct and Montague Exp